

Date: February 17, 2015**Project No.:** 013-1646-015.400.01**To:** Will Ernst**Company:** The Boeing Company**From:** Denise Carscadden, PE**cc:** Kent Angelos and Ted Norton (Golder)**Email:** dcarscadden@golder.com**RE: PAVEMENT REPAIR STORMLINE Z AREA COMPLETION**

1.0 INTRODUCTION

The Boeing Company (Boeing) replaced concrete and asphalt pavement east of the 2-127 Building (Boiler House) and south of the south gate at Plant 2 from September 16 through October 7, 2014 (Figure 1). The pavement work included sawcutting and removing concrete and asphalt, excavating and grading approximately 6 inches of subgrade material, placing base gravel, and placing asphalt in the new pavement area. The pavement improvement area is located in the Plant 2 Paved Industrial Area and is not located within the Risk Based Determination Area or in a Resource Conservation and Recovery Act (RCRA) unit (Figure 1).

2.0 EXCAVATION

Excavation was completed to remove the existing pavement and prepare the subgrade for new asphalt. The excavation measured approximately 245 feet long by 109 feet wide by 8 inches deep. The concrete/asphalt thickness averaged about 8 inches. Approximately 1,200 cubic yards of concrete, asphalt, and subgrade soil were removed from the excavation. Soil sampling was not required for waste characterization and disposition based on the analytical data. The excavated concrete, asphalt, and soil materials were properly managed for characterization and re-use or disposal in accordance with Boeing procedures. Groundwater was not encountered in the excavations, as the groundwater surface at Plant 2 is typically 10 to 12 feet below ground surface (bgs).

3.0 CONSTRUCTION AND SUPPORT ACTIVITIES

Construction support activities were conducted in accordance with Golder Associates Inc. (Golder's) August 2013 Plant 2 General Construction Health and Safety Plan (Golder 2013¹), and Boeing's environmental, health, and safety requirements.

¹ Golder Associates Inc. (Golder). 2013. Boeing Plant 2 Support Services. General Site Construction Health and Safety Environmental Plan. Prepared for the Boeing Company. August 13.



The support activities included visual monitoring of the concrete, asphalt, and soil removal. The work area and excavated materials were monitored for VOCs using a photoionization detector (PID) during sawcutting, slab removal, and excavation/grading activities.

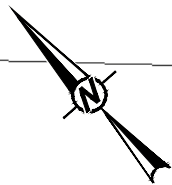
The concrete, asphalt, and soil materials from the excavations were segregated as they were removed and properly managed for characterization and disposition. No impacted pavements or soils were observed or detected by the field monitoring. No construction sampling of soil or groundwater was necessary based on the analytical data and field monitoring.

List of Figures

Figure 1 Historical Sample Locations Pavement Repair Stormline Z Area

FIGURE

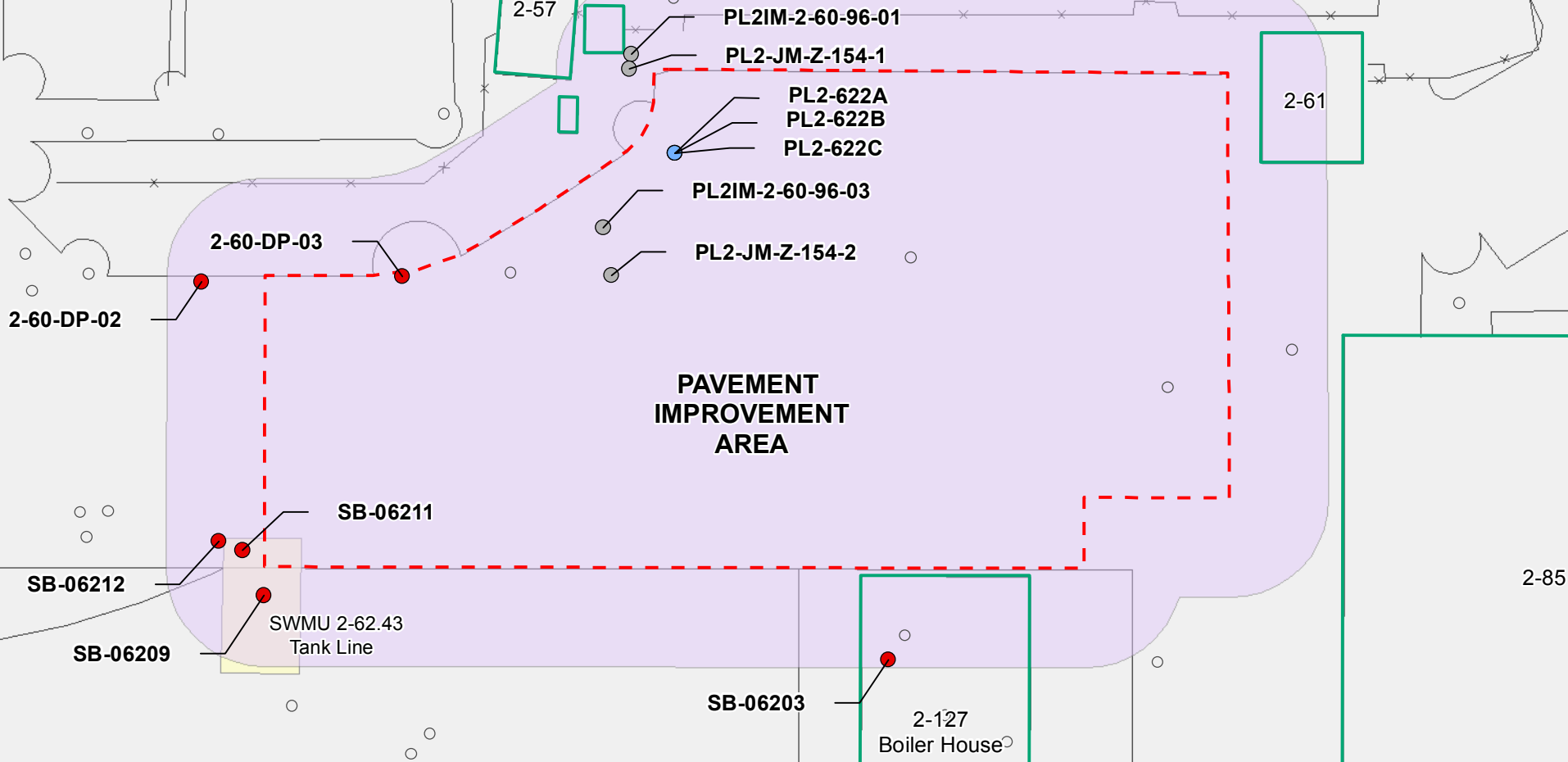
Path: G:\Boeing\Plan 289_PROJECTS\131646014\CMS_CONSTRUCTION_SUPPORT\500\CMS02_PRODUCTION\XDFIGURES\Rev00\131646014_500_F1_Rev0_PavementRepairArea.mxd



- LEGEND**
- Caulk (Joint Material) Sample Locations
 - Groundwater Well Locations
 - Soil Sample Locations
 - Buildings Outline
 - Base Features
 - - - Query Area of Interest
 - 25 ft Buffer
 - RCRA Units (AOC, OA & SWMU)
 - Risk Management Areas**
 - Industrial Risk Management Area



REFERENCE		
1. GOLDER ASSOCIATES INC. (SAMPLE LOCATIONS)		
2. COORDINATE SYSTEM: NAD 1983 STATEPLANE WASHINGTON NORTH FIPS 4601 FEET		
CLIENT BOEING SEATTLE, KING COUNTY, WA		
PROJECT BOEING/PLANT 2 CMS & CONST SUPPORT		
TITLE HISTORICAL SAMPLE LOCATIONS PAVEMENT REPAIR STORMLINE Z AREA		
CONSULTANT	YYYY-MM-DD	2014-2-17
	PREPARED	TH
	DESIGN	-
	REVIEW	DC
	APPROVED	DC
PROJECT No. 0131646014	CONTROL 500	Rev. 0
		FIGURE 1



IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/B